

Gunnedah Scale Rally

June 2013

It was 3 years ago that I last went to Gunnedah and despite it being 430kms away and falling on the same day as our WRCS Combat and Race day I decided it was time to go again. I remembered lots of blue sky, the big open flying field and, of course, the big tomato! The weather forecast was good though going to be cold at night and remembering what it was like at Muswellbrook recently I decided to rent a campervan. That should keep me warmer at night and would make transporting 4 planes easier.



I set off at midday on the Thursday and having struggled through rain and wind got there at about 6 in the evening. Laurie, Simon, Rod and Liz were already there and after a quick meal and a few glasses of red we gathered around "The Demon" to discuss the next few days. I had never seen a "Demon" before and was mightily impressed by it! It's basically a pulse jet on end and will burn almost anything getting red hot in the process. We retired at a respectable time hoping for better weather on the Friday - we didn't get it; it was cold and damp the next day with more wind that you would want for scale flying.



Nevertheless we did a load of practice flights to get us ready for the Saturday. I flew my four, Simon flew his big Super Cub with 100cc twin motor shown here doing a touch and go, Laurie flew his usual variety of core-flute specials (claiming them as



anything from a Cessna to a Spitfire) and a very nice foam Wilga while Rod test flew his Midget Mustang and a couple of foamies.



Another night around the Demon led to Saturday morning and much better weather. There was still some wind but also sunshine. More and more vans,

cars and utes turned up and disgorged a total of over 80 models that would be judged in 6 classes. Flying was when you wanted and I was particularly keen to see this beautiful Fokker DVII fly - it flew as well as it looked, built and flown by Jamie Zambelli. Phil Crandon had this lovely Tiger Moth that also flew as well as it looked.



I had pulled out the Flivver from storage and it flew as well as could be expected only managing to break one U/C support leg off.



It was around midday when the call went out for aero-towing that was to prove fateful. The first up was a sleek ASW 20 or something similar. The Pilatus tug (electric powered) had no problem getting it up but then a series of swooping, rolling, twisting turns by the glider led to a rapid descent and oblivion. The Pilatus was slightly



damaged so while repairs took place a Piper Cub was brought in to help a very smart ARF Minimoa into the air. It (the M) snagged in the grass causing it (the PC) to cartwheel and while it (the M) was fine the same could not be said about the PC! Soooo..... over to Simons large Super Cub and a successful launch of the massive 4.8m span Grunau Baby the Craig had brought.



As the Super Cub came in to land the tow line caught in a barbed wire fence which caused the plane to stop dead about 4 feet off the ground! This is not good for a large heavy aircraft which will now need a fair amount of work to the U/C. By now the Pilatus was ready to try again and

this time took another ASW thingy up very nicely until release when it wouldn't! We watched in horror as the convolutions reached a point where the tug was trying to go straight up while the glider dangled under it. This was not a tenable position but luckily they separated and both landed safely though the Pilatus had one elevator hanging off. It's exciting stuff this aero-towing!

Meanwhile Anthony Ogle had done some great exhibition flying of his 2 Gee Bee Racers. The large one sports a 150cc motor, the small one a tiny battery. Both impressive in their respective ways. And here's some



impressive scale detail on this Fairey 3D.

I managed my own impressive flight by launching my venerable Tomboy with its original Mills 75 and forgetting to turn on the receiver! The motor ran beautifully, the plane was perfectly trimmed for a steady climbing circle and at full height the motor cut and it glided dead straight. It was a long walk through the wet grass to retrieve it!



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Saturday evening saw dinner in the Gunnedah "bowlo" before late night drinkies for the campers around the traditional campfire. Simon brought out another "scale" flying machine A bug all of 6" across.

Sunday morning and the weather was even better. Lots of flying and great aircraft, here's a selection.



One highlight of the day was "The Mass Moth-in". Six Tiger Moths and one Gypsy Moth flew in a slow parade around the field. This photo catches 6 of them in the air



(that's mine on the right and they seemed a lot closer when flying them!) and here they are lined up.



Judging was by the pilots and there was a lot to look at. Here are most but not all of them and the results gave



Over 70" Military Jamie Zambelli Fokker DVII

Over 70" Civilian Barry Weston Tiger Moth (Gunnedah)

Under 70" Military - Mike Minty and the Heinkel He 46

Under 70" Civilian - Mike Minty and the Ford Flivver

ARF Military - P Goff and Hawker Sea Fury

ARF Civilian J Price - Gee Bee Y seven cylinder engine

Electric Civilian - A Ogle and R2 Gee Bee (mini!)

Electric Military - McKeown Spitfire

FSAA Model of the meet - J Price and Gee Bee

And overall Top Gun was Anthony Ogle and his Gee Bee R1 (the big one that is!)

A great flying weekend for one and all!

Mike M

